

(12) INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(19) World Intellectual Property Organization
International Bureau(43) International Publication Date
25 September 2003 (25.09.2003)

PCT

(10) International Publication Number
WO 03/079308 A1(51) International Patent Classification⁷: G08B 25/10,
B62D 41/00, G08G 1/127, B60Q 9/00

(21) International Application Number: PCT/AU03/00316

(22) International Filing Date: 17 March 2003 (17.03.2003)

(25) Filing Language: English

(26) Publication Language: English

(30) Priority Data:
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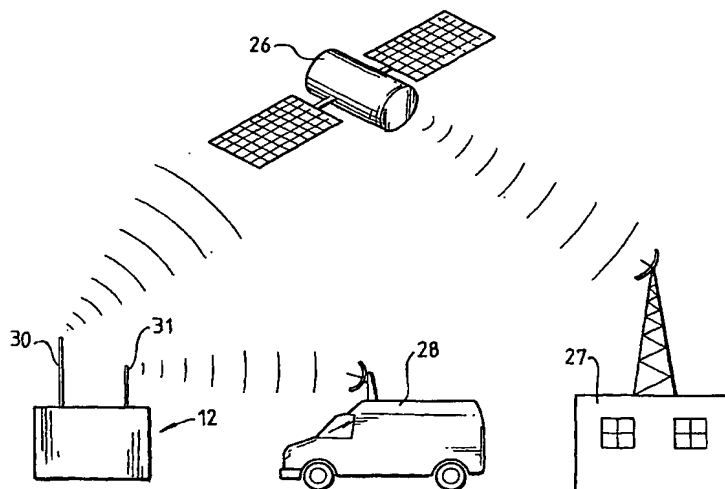
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downe Street, Carlton South, Victoria 3053 (AU).(81) Designated States (national): AE, AG, AL, AM, AT, AU,
AZ, BA, BB, BG, BR, BY, BZ, CA, CH, CN, CO, CR, CU,
CZ, DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD, GE, GH,
GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC,
LK, LR, LS, LT, LU, LV, MA, MD, MG, MK, MN, MW,
MX, MZ, NO, NZ, OM, PH, PL, PT, RO, RU, SD, SE, SG,
SK, SL, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VN,
YU, ZA, ZM, ZW.(84) Designated States (regional): ARIPO patent (GH, GM,
KE, LS, MW, MZ, SD, SL, SZ, TZ, UG, ZM, ZW),
Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM),
European patent (AT, BE, BG, CH, CY, CZ, DE, DK, EE,
ES, FI, FR, GB, GR, HU, IE, IT, LU, MC, NL, PT, RO,
SE, SI, SK, TR), OAPI patent (BF, BJ, CF, CG, CI, CM,
GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Published:

— with international search report

For two-letter codes and other abbreviations, refer to the "Guid-
ance Notes on Codes and Abbreviations" appearing at the begin-
ning of each regular issue of the PCT Gazette.

(54) Title: VEHICLE AUTOMATIC EMERGENCY RESPONSE SYSTEM



(57) Abstract: An automatic emergency response system (12) is operable to notify an emergency centre (27) of a defined event, such as a vehicle accident. The system facilitates location of the event, by using position determining means, such as GPS (18), to establish its at least approximate location. A control circuit (19) includes code generating means to generate a coded signal incorporating the position location information. An alarm signal transmitter (16) is operable on occurrence of the defined event to transmit an alarm signal incorporating the coded signal to a receiving station (26), which may be a satellite, which relays the message to the emergency centre (27), including the positional information relating to the location of the transmitter (16). A relative low power homing signal transmitter (17) simultaneously transmits a homing signal either continuously or at periodic intervals.

VEHICLE AUTOMATIC EMERGENCY RESPONSE SYSTEM

FIELD OF THE INVENTION

5 This invention relates to a vehicle automatic emergency response system and relates particularly to such a system able to be used to identify and locate a vehicle on the occurrence of a defined event, such as an accident involving that vehicle.

Although the invention will be described with particular reference to its use in relation to motor vehicles, it will be apparent that the invention has application to boats
10 and even aircraft, hang gliders, ultra-light aircraft vehicles and the like.

BACKGROUND OF THE INVENTION

Forms of vehicle emergency response systems have been previously proposed. In one proposal, an emergency response system requires the use of a mobile phone
15 network in conjunction with GPS or possibly mobile phone network cell based positioning. A deficiency of such a system is that it is impractical to provide coverage in remote areas or areas where the mobile phone network has minimal coverage. Such a system, therefore, would be unable to be used in those areas which are relatively high accident areas and which are most in need of an appropriate emergency response
20 system.

It has been proposed to use the satellite telephone network and to provide appropriate telephone transmitters within vehicles. However, satellite telephones tend to be rather large, heavy, expensive and require a subscription with associated cost.

United States Patent No 5,554,993 proposes a global positioning determining
25 system for use as a search and rescue system. This patent discloses the use of a system wherein a user initiates transmission of a positioning signal to initiate a search mission. Such a signal causes the initiation of a search and rescue operation in which a mobile homing terminal carried by rescue personnel approaches a position provided by the initial signal. The mobile homing terminal then transmits an activating signal which is
30 received by the user terminal and causes the user terminal to transmit a continuous homing signal. The homing terminal can then move towards and locate the homing beacon.

This system, however, requires that the user terminal has both transmit and receive capabilities thereby increasing the cost of the user terminal. Further, as the
35 continuous wave homing beacon signal transmits only after initiation, it is therefore reliant on reception of the initiation signal and proper actuation of the transmitter

responding thereto. This adds a level of complication to the user terminal. Still further, the mobile terminal may be out of range when sending an initiation signal and, particularly if more than one mobile terminal is used in a search and rescue mission, a failure to activate the beacon may result in confusion as to its actual location.

5 United States Patent No 5,808,564 discloses a fully automatic personal security system which includes a mobile unit, which may be mounted in a vehicle or the like, and one or more personal, portable actuation units. The mobile unit has a programmable memory containing identity information, a dedicated receiver for receiving an alarm condition signal from the portable unit, a position locator providing
10 position co-ordinates to indicate the location of the mobile entity and communication means, such as a cellular phone adapted to be connected to a central dispatch station. An alarm condition can be initiated by manual actuation or by remote sensors detecting predetermined vehicle conditions, such as air bag actuation. The mobile unit includes a receiver to receive signals from the central controller and which may be used to
15 activate selected relays in the vehicle to trigger headlight flashing, the vehicle horn or the like to assist locating the mobile unit.

While the system is multi-functional, it is also very complicated, of relatively large size and expensive to produce. The system requires by directional communication which requires substantial electrical power reserves thus relying on a
20 vehicle battery or power system. Thus, in the event of a vehicle accident in which the vehicle battery is dislodged or disconnected or otherwise rendered inoperable, the system of this patent would be inoperative.

United States Patent No 5,367,306 discloses method and apparatus for integration of an emergency locator transmitter (ELT) radio beacon signal with a global
25 positioning system (GPS). In the event of an accident, the ELT is activated to periodically or continuously broadcast a radio beacon signal which contains the GPS information. This system, however, specifically designed for aircraft and the continually transmitted radio beacon signal is of a strength to communicate with orbiting satellites or other aircraft.

30 United States Patent No 6,324,393 B1 discloses an automatic emergency rescue transmitter which, in the event of a vehicle accident, transmits an alarm message which is able to be picked up by any AM broadcast receiver within range of several miles. However, this invention relies on a message being received by a radio receiver in the vicinity of the accident.

SUMMARY OF THE INVENTION

It is therefore desirable to provide an improved form of automatic emergency response system that alleviates disadvantages of previously proposed systems.

It is also desirable to provide a system that is economical and simple to
5 manufacture and install in vehicles or in other applications.

It is also desirable to provide a vehicle automatic emergency response system which facilitates the identification of a predefined event and which incorporates means for facilitating physical location of a vehicle or the like.

According to one aspect of the present invention there is provided an automatic
10 emergency response system operable to notify an emergency centre of a defined event and to facilitate location of the event, the system including signal generating means to generate a signal incorporating information which enables location of the signal to be established, an alarm signal transmitter operable on occurrence of a defined event to transmit an alarm signal incorporating said signal to a receiving station which provides
15 the emergency centre with information relating to the signal transmission, position determining means to establish its at least approximate location, a homing signal transmitter which simultaneously transmits a homing signal either continuously or at periodic intervals, and actuating means to initiate the alarm transmitter and homing signal transmitter, the actuating means being initiated by any of the defined events.

20 The system of the invention is particularly adapted for use with motor vehicles. In one particular form of the invention, the alarm signal transmitter and homing signal transmitter are mounted within a motor vehicle together with position determining means, such as a GPS unit. In this embodiment, the actuating means may include an accelerometer or other detector for detecting a vehicle impact or collision or which is
25 used to activate a vehicle air bag. When such an event triggers the actuating means, the alarm signal transmitter transmits a packet of information which includes a request for assistance together with information concerning the last known position of the vehicle as determined from the associated GPS unit. Other data may be included in the packet of information, such as vehicle and accident description and apparent crash severity, as
30 can be determined from the sensors in the vehicle, the number of air bags deployed, rate of change in speed and direction, the number of vehicle occupants, if known, and any other relevant information. Such signal transmission may be repeated continuously or at predetermined intervals, depending on the status of a power supply.

Simultaneously, a periodic or continuous homing beacon signal is transmitted
35 by a radio beacon to facilitate manual location of the transmitter. The radio beacon may also include GPS data, if known, or other coding that may assist in locating the

vehicle either from the air or the ground. However, it is an important feature of the invention that the beacon transmission is carried out in a way as to maximise battery life of the battery used to power the radio beacon.

The system may be powered from either the battery of the vehicle in which the system is located or from its own self-contained battery. Preferably, the vehicle battery is used to provide the power for the transmitters unless or until that supply is severed or exhausted at which time the self-contained, in-built battery provides the necessary power. In the case that the system is using the in-built battery, transmissions of the alarm signal transmitter may be reduced or minimised.

According to a further aspect of the invention there is provided an automatic emergency response system operable to notify an emergency centre of a defined event and to facilitate location of the event, the system including position determining means to establish its at least approximate location, code generating means to generate a coded signal incorporating position location information, an alarm signal transmitter operable on occurrence of a defined event to transmit an alarm signal incorporating said coded signal to a receiving station which provides the emergency centre with information relating to the signal transmission, including the positional information relating to the location of the transmitter, a relative low power homing signal transmitter which simultaneously transmits a homing signal either continuously or at periodic intervals, and actuating means to initiate the alarm transmitter and homing signal transmitter, the actuating means being initiated by any of the defined events.

It is preferred that, in this aspect, the signal generating means generates a coded signal to be transmitted by the alarm signal transmitter.

Preferably, the system includes position determining means which establishes through electromagnetic radiation transmissions the at least approximate location of the position determining means. This may be carried out by satellites programmed to be able to detect the homing signals transmitted by the homing signal transmitter and to provide a relatively exact location of the transmitter.

Alternatively, position determining means, such as a GPS unit, is operatively associated with the alarm signal transmitter whereby position information is periodically provided to the transmitter, such as at one second intervals. However, the invention may also incorporate position determining means using cellular mobile telephone networks to determine a vehicle position.

The alarm signal transmitter and homing signal transmitter may be a single transmitter unit switched between operational modes as required. Alternatively, separate transmitters may be used for the different signal transmissions.

The homing signal transmitter may comprise or include a bright pulsing light or other periodic light source or sound source to attract attention to the transmitter location.

In another embodiment of the invention, the system may interface to a mobile telephone system. Assuming a vehicle in which the system is mounted is no longer moving after an accident, it may be sufficient that either GPS information or mobile cellular telephone system positioning information is fed continuously to the transmitter and that it will transmit with the last known established position from the external system. Further, if a communication system can establish a telephone link with a mobile telephone network, a request for assistance may be directed via that service rather than through a satellite emergency network service which would otherwise constitute the receiving station.

DESCRIPTION OF THE DRAWINGS

In order that the invention is more readily understood, one embodiment thereof will now be described with reference to the accompanying drawings wherein:

Figure 1 illustrates an automatic emergency response system in accordance with an embodiment of the invention;

Figure 2 schematically illustrates the operation of the system, and

Figure 3 is a block diagram of the system of this embodiment.

DESCRIPTION OF PREFERRED EMBODIMENT

Referring to the drawings, Figures 1 to 3 schematic illustrate an embodiment of the invention installed in a motor vehicle. The system 12 is preferably mounted in a relatively protected area of the vehicle, such as beneath a rear parcel shelf or adjacent a forward crash pad. The system 12 incorporates the in-vehicle components shown more particularly in the block diagram of Figure 3, and includes an in-built power supply battery 14, an alarm signal transmitter 16, a radio beacon transmitter 17, a GPS unit 18 and control circuitry 19. The system of this embodiment may also include a strobe lamp 21 for producing light pulses.

The vehicle in which the system is installed includes an accelerometer 22 which is used to initiate operation of the vehicle air bag system in response to an accident or impact. Although only one accelerometer 22 is illustrated, it will be understood that vehicles in which the system is installed may have any number of accelerometers for a plurality of air bags throughout the vehicle. The system of the invention may be operatively associated with any one or selected ones of the accelerators or sensors on

the vehicle which will give rise to a defined event initiating operation of the system of the invention. Such a defined event may include a collision or impact, a roll over, or theft of the vehicle. In the latter case, theft of the vehicle may be indicated by sensors actuated by tampering, or by movement sensors when an alarm has been set.

5 A manual switch 23 may also be employed in the vehicle to enable manual actuation of the system in the event of, for example, attempting car jacking or the like. Other actuating modes may be incorporated in the system to account for differing circumstances associated with vehicle operation and different types of vehicles, such as motor cycles, boats and the like.

10 The control circuitry 19 generates an encoded signal for transmission by the alarm signal transmitter 16 and generates periodic signals for transmission by the radio beacon transmitter 17. The transmitters 16 and 17 include integral antenna to avoid risk of damage or separation in the event of an impact or accident. However, the transmitters may also be arranged to utilise one or more external antenna 30 and 31.

15 While the system has its own in-built battery 14, it is designed to utilise the power of the vehicle battery 24 unless that battery is disconnected or exhausted, at which time the in-built battery will be switched to provide power for the transmitters 16 and 17.

20 The internal battery 14 preferably is maintained in a fully charged condition from the vehicle battery 24 or vehicle alternator (not shown) through the control circuitry 19.

25 In the event of an accident or the occurrence of a defined event, or actuation of the manual switch 23, the control circuit generates an encoded signal incorporating positional data from the GPS unit 18 as well as other information including vehicle identification, time, vehicle passenger numbers, apparent crash severity, rate of changes in speed and direction, and other information which may be of use to assist the vehicle occupants. The generated encoded signal is transmitted by the alarm signal transmitter 16 to a receiving station 26. In one form of the invention, the receiving station is a low orbit satellite used by emergency services and similar organisations. Such a receiving station receives the coded transmission and either relays the transmission to an emergency service network centre 27 or transmits a corresponding signal containing the coded information. In another form of the invention, the receiving station is a ground station, or an aircraft. On receipt of an alarm signal from a receiving station 26, the emergency centre initiates a search and rescue operation having positional information on which to base a search strategy. Consequently, a search party 28 is able to approach the location relatively quickly, and when within range of the radio beacon transmitted

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signal, they can home in on that signal and on the transmitter even though the vehicle in which the transmitter is located may be buried in snow or hidden in undergrowth or dense bush or the like.

5 Actuation of the system may also initiate operation of a strobe lamp 21, the operation of which may be subject to the availability of suitable power from the vehicle battery 24.

10 To reduce the incidents of accidental triggering of the system, it may be connected through the vehicle ignition circuit 29, and the control circuitry 19 may monitor the ignition so as not to activate the system unless the ignition is "on" or has been off for a predetermined period of time only. The manual switch 23 may also be operable to turn off an alarm signal transmitter in the event that it has been inadvertently initiated. Thus, if the system is actuating, operation of the manual switch may act to reset the system and, perhaps, to even transmit an "error" signal to indicate to the emergency centre 27 that the preceding actuation was accidental or that the
15 accident is not of a severity requiring assistance.

The system of the present invention provides a unique advantage and overcomes operational difficulties of the prior art, having far greater coverage and superior likelihood of a timely response. Vehicles in remote areas may incorporate the inventive system as it is not necessary that the vehicle be in an area where, for example,
20 mobile telephones are operable. The system may be incorporated in snowmobiles, working equipment in mines or the like, or any other vehicle that may be subject to accident involving life threatening circumstances. A further advantage is the cost of a system of the invention which is much reduced as neither by direction or communication facilities nor complex protocols are required.

CLAIMS:

1. An automatic emergency response system operable to notify an emergency centre of a defined event and to facilitate location of the event, the system including
5 signal generating means to generate a signal incorporating information which enables location of the signal to be established, an alarm signal transmitter operable on occurrence of a defined event to transmit an alarm signal incorporating said signal to a receiving station which provides the emergency centre with information relating to the signal transmission, position determining means to establish its at least approximate
10 location, a homing signal transmitter which simultaneously transmits a homing signal either continuously or at periodic intervals, and actuating means to initiate the alarm transmitter and homing signal transmitter, the actuating means being initiated by any of the defined events.
- 15 2. The system according to claim 1 wherein the signal generating means generates a coded signal to be transmitted by the alarm signal transmitter.
3. The system according to claim 1 or claim 2 wherein the position determining means comprises a GPS unit that provides position information to the signal generating
20 means on a periodic basis.
4. A system according to claim 1 or claim 2 wherein the position determining means comprises satellites programmed to be able to detect the homing signals transmitted by the homing signal transmitter and to provide a relatively exact location
25 of the transmitter.
5. The system according to claim 1 or claim 2 wherein the position determining means comprises a cellular telephone system network.
- 30 6. The system according to any one of claims 1 to 5 wherein the defined events include detected accident conditions.
7. The system according to any one of claims 1 to 6 wherein the position determining means, the alarm signal transmitter, the beacon signal transmitter and
35 actuating means are mounted in a vehicle.

8. The system according to any one of claims 1 to 7 wherein an inbuilt battery is associated with the transmitters to provide power in the event the vehicle battery is disconnected or exhausted.
- 5 9. The system according to any one of claims 1 to 8 wherein the actuating means comprises one or more accelerometers, smoke detectors, motion detector, air-bag actuator, seat belt retractor, or manual switch.
- 10 10. The system according to any one of claims 1 to 9 wherein the alarm signal transmitted incorporates additional information including accident severity, vehicle identification, passenger numbers, vehicle attitude, and updated positional information if the vehicle is in motion.
- 15 11. The system according to any one of claims 1 to 10 wherein the homing signal transmission is a radio beacon signal transmitted at regular intervals.
12. The system according to any one of claims 1 to 11 wherein the radio beacon transmission includes GPS position location information.
- 20 13. The system according to any one of claims 1 to 12 wherein the homing signal transmitter includes a strobe or other bright pulsing light, or other periodic light source, or sound source, to attract attention.
- 25 14. The system according to any one of claims 1 to 13 wherein said signal generating means includes a control circuit operatively associated with the alarm signal transmitter and homing signal transmitter, the control circuit also monitoring battery charge and adjusts the frequency of transmission rates based on the monitored battery charge.
- 30 15. A system according to any one of the claims 1 to 14 wherein the alarm signal transmitter and homing signal transmitter are a single transmitter unit switched between operational modes as required.
- 35 16. An automatic emergency response system operable to notify an emergency centre of a defined event and to facilitate location of the event, the system including position determining means to establish its at least approximate location, code

generating means to generate a coded signal incorporating position location information, an alarm signal transmitter operable on occurrence of a defined event to transmit an alarm signal incorporating said coded signal to a receiving station which provides the emergency centre with information relating to the signal transmission, including the positional information relating to the location of the transmitter, a relative low power homing signal transmitter which simultaneously transmits a homing signal either continuously or at periodic intervals, and actuating means to initiate the alarm transmitter and homing signal transmitter, the actuating means being initiated by any of the defined events.

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17 The system according to claim 16 wherein the position determining means comprises a GPS unit that provides position information to the signal generating means on a periodic basis.

15 18. The system according to claim 16 wherein the position determining means comprises a cellular telephone system network.

19 The system according to any one of claims 16 to 18 wherein the defined events include detected accident conditions.

20

20. The system according to any one of claims 16 to 19 wherein the position determining means, the alarm signal transmitter, the beacon signal transmitter and actuating means are mounted in a vehicle.

25 21. The system according to any one of claims 16 to 20 wherein an inbuilt battery is associated with the transmitters to provide power in the event the vehicle battery is disconnected or exhausted.

22. The system according to any one of claims 16 to 21 wherein the actuating means comprises one or more accelerometers, smoke detectors, motion detector, air-bag actuator, seat belt retractor, or manual switch.

23. The system according to any one of claims 16 to 22 wherein the coded alarm signal transmitted incorporates additional information including accident severity, vehicle identification, passenger numbers, vehicle attitude, and updated positional information if the vehicle is in motion.

24. The system according to any one of claims 16 to 23 wherein the homing signal transmission is a radio beacon signal transmitted at regular intervals.

25. The system according to any one of claims 16 to 24 wherein the radio beacon
5 transmission included GPS position location information.

26. The system according to any one of claims 16 to 25 wherein the homing signal transmitter includes a strobe or other bright pulsing light, or other periodic light source, or sound source, to attract attention.

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27. The system according to any one of claims 16 to 26 wherein said code generating means includes a control circuit operatively associated with the alarm signal transmitter and homing signal transmitter, the control circuit also monitoring battery charge and adjusts the frequency of transmission rates based on the monitored battery
15 charge.

28. An automatic emergency response system operable to notify an emergency centre of a defined event and to facilitate location of the event substantially as hereinbefore described with reference to the accompanying drawings.

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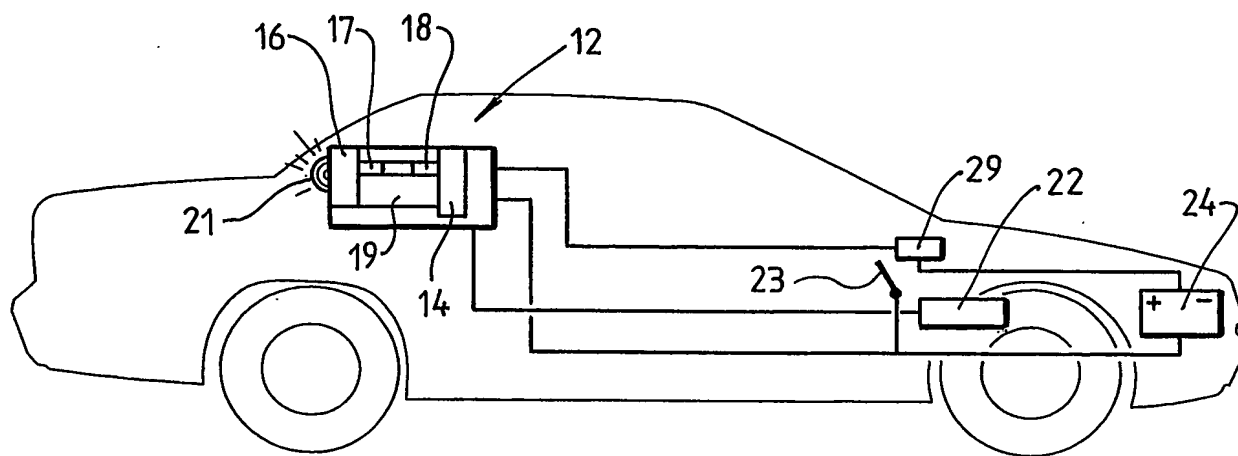


Fig. 1

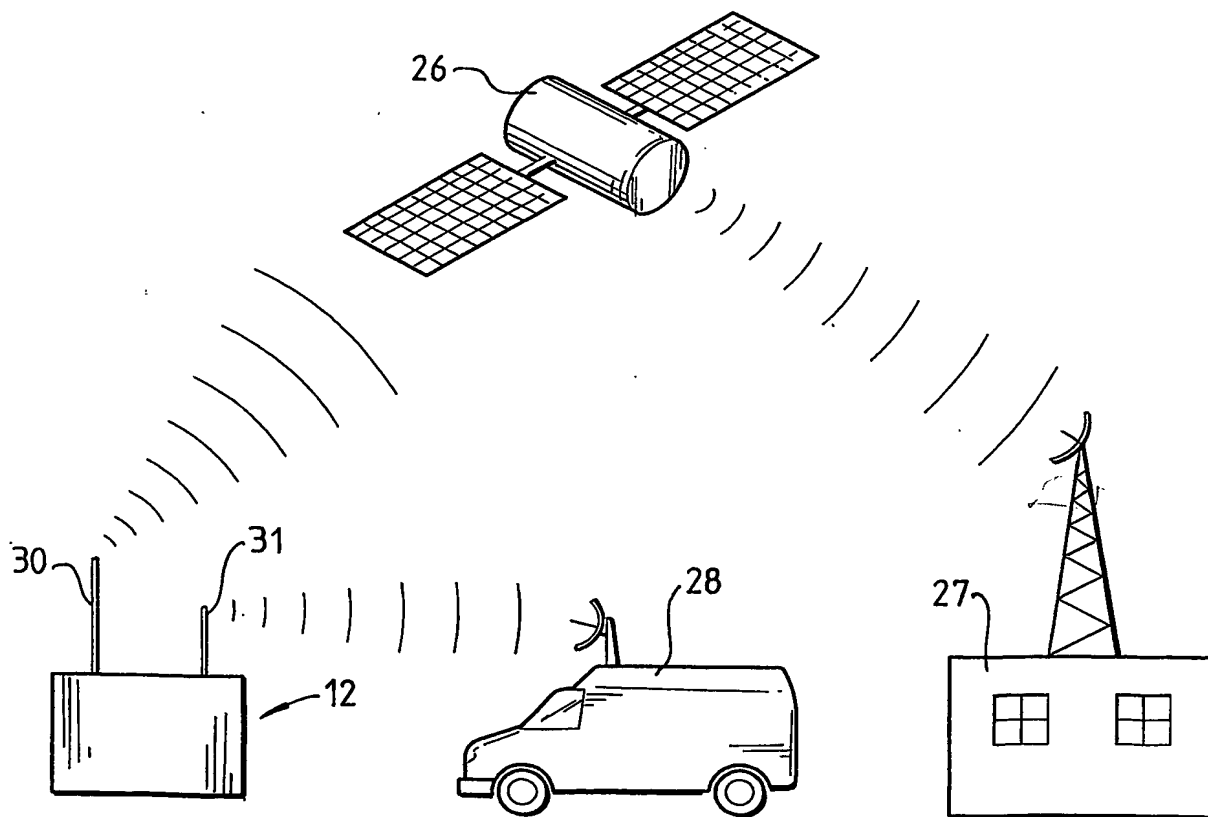
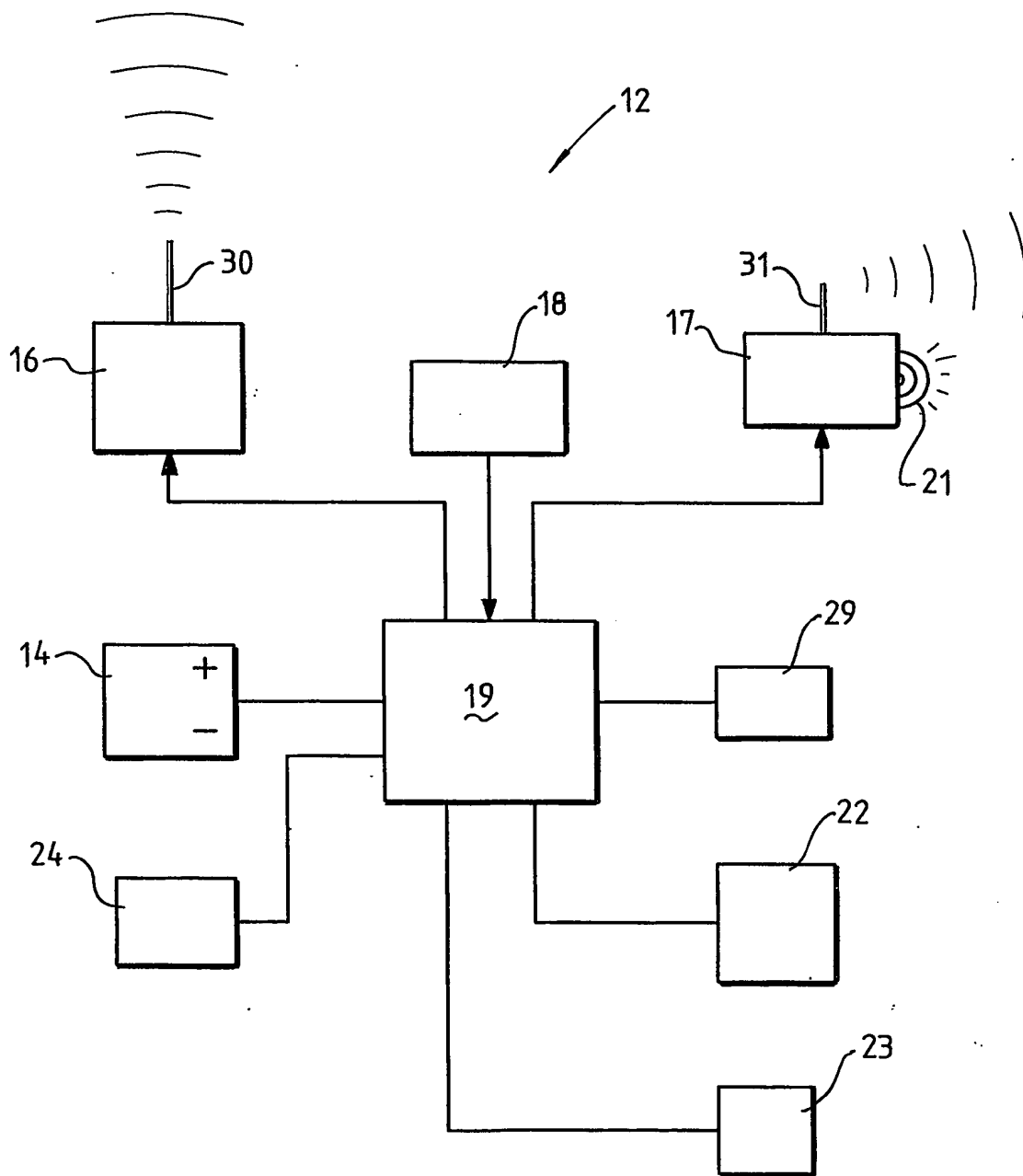


Fig. 2

2/2

*Fig. 3*

INTERNATIONAL SEARCH REPORT

International application No.
PCT/AU03/00316

A. CLASSIFICATION OF SUBJECT MATTER

Int. Cl. ⁷: G08B 25/10, B62D 41/00, G08G 1/127, B60Q 9/00

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

USPTO, EP, DWPI (vehicle, automobile, satellite, beacon, accident, emergency; IPC: G08B 25/-, G08B 23/-, G01S 5/-, G08G 1/127, ECLA: G08B 1/123M2, US: 342/457)

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 5,554,993 A (BRICKELL) 10 th September 1996 the whole document	1-29
X	US 5,808,564 A (SIMMS et al) 15 th September 1998 the whole document (in particular, col. 6, lines 5-11 and col. 9, line 64 – col. 10, line 3)	1-29
Y	US 6,324,393 B (DOSHA) 27 th November 2001 the whole document (when combined with any one of the remaining "Y" citations)	1-29

☒ Further documents are listed in the continuation of Box C

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"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

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"&" document member of the same patent family

Date of the actual completion of the international search
27 March 2003

Date of mailing of the international search report 03 APR 2003

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INTERNATIONAL SEARCH REPORT

International application No.

PCT/AU03/00316

C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
Y	CA 2,313,509 A (DUPUIS) 8 th January 2001 the whole document (when combined with US 6,324,393)	1-29
Y	AU 52696/99 A (GREEN) 6 th April 2000 the whole document (when combined with US 6,324,393)	1-29
Y	US 5,311,197 A (SORDEN et al) 10 th May 1994 the whole document (when combined with US 6,324,393)	1-29
Y	US 5,367,306 A (HOLLON et al) 22 nd November 1994 the whole document (when combined with US 6,324,393)	1-29
Y	US 2001/0006373 A (JEONG) 5 th July 2001 the whole document (when combined with US 6,324,393)	1-29
Y	US 4,740,792 A (SAGEY et al) 26 th April 1988 the whole document (when combined with US 6,324,393)	1-29
A	DE 196 21 313 A (TUNGER) 2 nd January 1998 the whole document	1-29

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No.

PCT/AU03/00316

This Annex lists the known "A" publication level patent family members relating to the patent documents cited in the above-mentioned international search report. The Australian Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

Patent Document Cited in Search Report			Patent Family Member				
US	5554993	NONE					
US	5808564	EP	626088	US	5334974	WO	9316452
US	6324393	NONE					
CA	2313509	NONE					
AU	52696/99	NONE					
US	5311197	NONE					
US	5367306	NONE					
US	2001006373	JP	2001250189	KR	2001059434		
US	4740792	CA	1298903	CN	87105803	EP	279834
		IL	83457	WO	8801750		
DE	19621313	NONE					
END OF ANNEX							

INTERNATIONAL SEARCH REPORT

International application No.
PCT/AU03/00316

A. CLASSIFICATION OF SUBJECT MATTER

Int. Cl. ⁷: G08B 25/10, B62D 41/00, G08G 1/127, B60Q 9/00

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Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

USPTO, EP, DWPI (vehicle, automobile, satellite, beacon, accident, emergency; IPC: G08B 25/-, G08B 23/-, G01S 5/-, G08G 1/127, ECLA: G08B 1/123M2, US: 342/457)

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"A" document defining the general state of the art which is not considered to be of particular relevance	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention
"E" earlier application or patent but published on or after the international filing date	"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone
"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)	"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art
"O" document referring to an oral disclosure, use, exhibition or other means	"&" document member of the same patent family
"P" document published prior to the international filing date but later than the priority date claimed	

Date of the actual completion of the international search
27 March 2003

Date of mailing of the international search report 03 APR 2003

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INTERNATIONAL SEARCH REPORT

International application No.

PCT/AU03/00316

C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
Y	CA 2,313,509 A (DUPUIS) 8 th January 2001 the whole document (when combined with US 6,324,393)	1-29
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A	DE 196 21 313 A (TUNGER) 2 nd January 1998 the whole document	1-29

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No.

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This Annex lists the known "A" publication level patent family members relating to the patent documents cited in the above-mentioned international search report. The Australian Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

Patent Document Cited in Search Report			Patent Family Member		
US	5554993	NONE			
US	5808564	EP 626088	US	5334974	WO 9316452
US	6324393	NONE			
CA	2313509	NONE			
AU	52696/99	NONE			
US	5311197	NONE			
US	5367306	NONE			
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		IL 83457	WO	8801750	
DE	19621313	NONE			
					END OF ANNEX